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THE TRANS*FORMER*

TRANSPORTATION'S NEWEST LIEUTENANT COLONEL AND MAJOR SELECTEES

Lieutenant Colonel Selectees

Jackson, Doug	Ft Bliss TX
La Donna, Idell	HQ MTMC
Lynn, Ken	Edwards AFB CA
Paice, Mike	Youngson, Korea
Rawls, Shirley	Kirtland AFB NM
Vaught, Richard	Alexandria VA
Walker, Earl	Kirtland AFB NM

Major Selectees

Anderson, Reid R.	Manhattan KS
Beauchamp, Arthur F.	Robins AFB GA
Bass, Lori	Wight-Pat AFB OH
Bishop, Jeb S.	Randolph AFB TX
Borgren, James M.	Dyess AFB TX
Brewer, Kevin N.	U of Miami FL
Bringold, Michael W.	Scott AFB IL
Czyzewski, Richard E.	Langley AFB
Doyle, Kevin H.	Scott AFB IL
Evgenides, Jason G.	McChord AFB WA
Garcia, Hans	Scott AFB IL
Gillem, Jennings F.	Charleston AFB SC
Hale, Kenneth	Hickam AFB HI
Harbula, Scott R.	Wright-Pat AFB OH
Jett, Thomas W.	Randolph AFB TX
Kimble, Paul E.	Naples IT
Laden, Peter A.	Scott AFB IL
Lee, Joni R.	Cannon AFB NM
Lietzke, Mila D.	Peterson AFB CO
Lusk, Steven R.	Ramstein AB GE
Lyons, Bobby J. Jr.	Wright-Pat AFB OH
Manages, Victor	Ramstein AB GE
Pike, Christopher	Ft Dix NJ
Pounds, Tony	Pentagon
Schaeufele, John	Scott AFB IL
Tate, Thomas L.	RAF Mildenhall UK
Taylor, David J.	Reese AFB TX
Tones, Scott M	Hickam AFB HI

TRAFFIC MANAGEMENT

Shipments to Tuzla Bosnia

Commercial shipments destined to Tuzla, Bosnia, or Taszar, Hungary, in Support of Operation Joint Endeavor, should be shipped via AMC. Military airlift is available almost every day of the week from Ramstein AB Germany.

Commercial express just doesn't work as effectively as AMC to Bosnia or Hungary. AMC is the preferred method of shipment to both destinations. Although commercial express has been used for some shipments to Hungary, its generally more difficult because of Hungarian customs procedures (shipments arrive at Budapest airport; TMO at Taszar is notified; TMO prepares a DD Form 250 and takes or sends it to the airport to get shipments released; this can

add 2-3 days to transit time). Shipments via AMC avoids custom hassles.

We've put out the word before in various ways and are again asking for your support. Please note that the vast majority of these shipments originated with vendors or contractors. Please address any questions or comments to CMSgt Duke Krivoski or SMSgt Amanda Moore at HQ USAFE/LGTT.

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CMOS at Deployed Site

For the first time in USAFE, CMOS has been installed at a deployed or contingency operation. Tuzla, Bosnia and Taszar, Hungary's TMOs are both CMOS operational. Supply interface is the only remaining portion not completed at both locations, but is expected to be fully operational by the end of September.

Things went pretty smoothly during the installation and training phase. SPRINT commercial LAN lines are being used at both sites. We are very fortunate to have in place two individuals that were on the CMOS installation training teams as well as CMOS System Administrators. SSgt Tony Atkins at Tuzla has 2 months remaining on his tour. SSgt Robert Brooks just arrived on 30 Aug at Taszar, and has 4 months remaining. We would also like to thank Capt Brigham Briggs from HQ SSG/LGTT for his valuable support in making the installation possible. Great job by all!

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Are Your Tires Going To Cruise The Miracle Mile?

Tires on vehicles shipped from overseas must meet Department of Transportation standards or the vehicle won't be allowed into the United States. If you are about to PCS from overseas and are shipping a POV, foreign made vehicle parts must meet DOT standards.

Mr. Herbert Beck, U.S. Military Customs Program Manager at NAVACTUK and valued transportation colleague recently wrote an article which points out that most foreign made vehicle replacement parts are not approved for use within the United States.

Tires, wind screens, window glass, and electric lights are just some of the typical foreign made vehicle parts that do not meet approval for import into the U.S.

The following is a quote from Mr. Beck's article in the United States Navy HTSA motor vehicle safety standard, number 110, for nonconforming tires. It reads "No tire that is designed for use on passenger cars and manufactured on or after 1 Oct 72, but does not conform to all the requirements of this standard, shall be sold, offered for sale, introduced or delivered for introduction into interstate commerce, or imported into the U.S. for any purpose."

How can you tell if your tires meet DOT standards? It is quite simple. The standard states that tires must be marked with the "DOT Symbol" which is oval shape with the letters "DOT" inside the oval. The DOT symbol and an ID number can be found on the very edge of the rubber tire that touches the rim or hub. If your tires do not have this symbol, they do not meet DOT standards even though they may be equal to or exceeds all other tire standards.

Members shipping POVs with tires that do not conform to DOT specifications can be fined up to $250.00 per tire. Questions concerning POV shipment should be directed to the traffic management office or the military customs program manager.

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Data is Your Friend

When was the last time you went to the airport to pick up a friend, relative or coworker only to find that they had missed the flight? Or driven to the freight dock to get your 999 package only to find that it hadn't left the depot yet? Or been deployed and been forced to scavenge

around the forward marshaling yard, looking for that piece of equipment you just *had* to have? Those types of inefficiencies were relatively common practice in the past. To counter them, the military and most private businesses used the theory of mass (order/ship more than one) to ensure delivery. Well, business figured out the great expense in that practice and the military is quickly adopting the same methods.

Rapid, reliable, and data-rich transportation has taken the place of multiple shipments and other shotgun approaches. The first two descriptors are important to our success, but the third seems to be the most ignored. Back in the days of the multiple back-order, the freight super's job was to "just get it off the dock." Today that just isn't good enough. We require rapid and reliable data transfers as well.

One unfortunate perception of the air transportation business--burdened by a sense of urgency--is getting it on the airplane seems more important than getting the paperwork right. This attitude can lead to accidents and incidents in the HAZMAT arena, and easily lead to inefficiency and bear a direct impact on the capability of the warfighter as well. We simply cannot afford to send the parts and people without the data. If we had plenty of personnel and materiel to go around, we could continue to ignore the process, but we don't.

The other condition that restricts our capability to operate our ITV systems as they should be is the feeling of separation from the pain. If Amn Snuffy doesn't lift the data, or puts the wrong data in the pipeline, Amn Snuffy doesn't face the direct consequences. Instead, Amn Smith, at the FOB, has to deal with the uncertainty. This uncertainty leads to inefficiencies, frustration, and extra effort by everyone in the system. After all, it is a *transportation system* that we are trying to manage and operate. And if we want this system to run well, we need *teamwork*. We need the people in the field as interested in moving cargo and passengers as they are in moving data. Working together to improve the DTS will help us all in the end.

POC: Maj J.C. Penny
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Differential Pricing Test

AMC continues to strengthen the advantages of Category B airlift. The latest initiative is the Differential Pricing Test which lowers the tariffs on inbound-to-CONUS segments from Osan AB, Korea, and Rhein-Main AB, Germany. The Differential Pricing Test was approved for 6 months and began Sep 97. The FY98 discounted fares are Osan to Seattle, $365; Rhein-Main to Philadelphia, $308; Rhein-Main to Baltimore-Washington, $303; and Rhein-Main to Atlanta, $290. These discounted fares offer savings ranging from $12 to $96 over comparable GSA city pair fares. Overall cost savings to field units from this test could amount to as much as $500,000 based on FY96 Category B ridership. We expect these lower tariffs to induce many more passengers to fly Category B. Moving additional passengers on Category B airlift eliminates the need to purchase some commercial airline seats, further saving DOD travel costs.

Capt Abby Posner
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Transportation of HHG Incident to Disciplinary Action Against Member

Can't seem to resolve a problem concerning dependent travel when the member has been sentenced to prison. Do you know that under certain circumstances the member,s dependents are entitled to travel and transportation to the member,s HOR? How about a member who has HOS after retiring? Are you aware the member is entitled to HOS overseas (Alaska and Hawaii for example) after retiring and can move HHG and dependents to the separation point and thence to his/her HOS? Or place HHG in NTS until a HOS has been

selected? Please review AFI 36-3203, Service Retirements.

When was the last time you reviewed AFR 177-103, Travel Transactions at Base Level? This publication implements entitlements in the JFTR for military and civilian personnel. Are you aware this regulation covers procedures for actual cost reimbursement and payment for DITY move procedures?

AFI 36-2102 is currently under rewrite and the new version should be available to the field, hopefully, around the first of the year. AFR 177-103, albeit it is an AFR it is still in effect. AFI 36-2102, Base-Level Relocation Procedures, AFI 36-3203, Service Retirements, and AFR 177-103, Travel Transactions at Base Level contain a wealth of information for our TMOs and should be part of their publication reference libraries.

POC: Mr. Howard Wick
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COMBAT READINESS

Hazardous Cargo Certification

The 354th Combat Readiness and Resources flight, Eielson AFB AK, developed and implemented a hazardous cargo certification by-pass test for technical experts preparing deployment cargo. This initiative was in response to many customer critiques received during previous classes. The question most often asked on the critiques was, "I already know how to certify hazardous cargo, why do I have to go through this class again?" Considering the Air Force implemented a by-pass test for the formal recertification, the students had a very good point. Why not a local by-pass test for technical experts? When the instructors raised the question all the way to the Air Force level, they were told there was nothing stating they could administer a by-pass test. However, there was nothing stating they couldn't either. With that in mind, they charged ahead. The instructors developed a self-study guide to help individuals prepare for the by-pass test. Then they dedicated one day a month to administer the test. Like the formal class, individuals who fail the by-pass test will be scheduled to attend the regular class.

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VEHICLE MAINTENANCE

Program Change for Vehicle Maintenance AFSC 2T3X3

Without a doubt, the move of the Vehicle Maintenance courses from Lackland AFB TX to Port Hueneme CA, and the re-alignment of AFSC 2T3X3 to 2T3X7, has created concern for some students who hold AFSC 2T3X3 and are registered in the Maintenance Production Management program.

Primarily, these concerns are, "Will the credit for the Navy's Mechanic Apprentice course apply toward my CCAF degree, and how do I complete the degree if I lateral into the AFSC?"

The following should provide some answers and a sense of direction:

1. Effective 1 October 1997, personnel completing the new Maintenance Control and Analysis course 315AQN2T333-000, 313ABP2T333-000, or 313ALP2T333-000 will be registered in the Vehicle Maintenance degree program. The 2T3X3 personnel will no longer be eligible for registration in the Maintenance Production Management degree program. This will allow application of all credit earned through maintenance courses for all students, to include the lateral trainees.

2. All students in AFSC 2T3X3 currently registered in the Maintenance Production Management degree program have the option of remaining in the degree program until completion or switching to the Vehicle Maintenance degree program. They may not earn both degrees.

3. Students who have been awarded the Maintenance Production Management degree cannot pursue the Vehicle Maintenance degree and vice-versa. The equivalent degree rule applies.

4. Any student who decides to remain in the Maintenance Production Management program, but does not complete the degree requirements 6 years from program registration date will be automatically registered in the Vehicle Maintenance degree program.

If there are additional questions or concerns in reference to the change, please contact your local education counselor.

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MEEP 1: Product Evaluated Fluid Sorbent Material

"Chem Oil-A-Way" manufactured by LR Merhaut Co, 116-N Edwards Ferry Rd, Leesburg VA 22075-2330, (703) 771-8426.

Advertised as a non-clay, dust suppressed absorbent material that's a fast spill "grabber" and effective containment of many different types of fluids such as lubricants, oils, fuels, solvents, coolants, and other hazardous chemicals. One exception is hydrofluoric acids. It can be used on sealed or unsealed concrete, asphalt, rock, tile, brick, metal, wood and most other firm surfaces. Project Monitors: ACC, AETC, and AFMC MEEP Activities. Project Purpose: Determine if this product is better than the standard material used to clean spills, usually a product made of ground up clay. That type of absorbent is not always satisfactory, is often slow acting, many times users must re-apply it to pickup the spill. Comparison: Absorbent materials obtained under NSN 7930-00-269-1272. Project Results: The test product outperformed comparison absorbents and required less material to do so. It absorbed as much as five times (estimated) more fluids, left little or no residue to clean up afterwards, and there was no dust created. It can also be strained through a screen and what is not clumped with fluid residue can be reused. Final Action: Based on test results this product is recommended for Air Force use. It was submitted for cataloging and NSN assignment as a replacement for the product used as comparison. The product can be procured through the supply system using the following data: Noun: Sorbent and Surface Cleaner (Chem Oil-A-Way); **NSN's:** for a 5 lb bag = 9330-01-395-4593; a 10 lb bag =9330-01-395-4600; and a 20 lb bag = 9330- 01-396-5398. Project closed.

MEEP 2: Product Evaluated Water Based Vehicle Paint

Sunbelt Automotive and Fleet Paints, manufactured by Sunbelt Coating Inc, PO Box 1042, 210 Crosby St, Picayune MS 39446, 1-800-844-4230.

The following products were tested:

A. "Aquamax BC (533 Series)." Advertised as a "ready-to-spray" single component, polyurethane modified, acrylic waterborne base coat designed for ease of use and uncompromising performance with low VOC air quality compliance. Flow-out characteristics, combined with air dry capabilities that are equal to many conventional base coats, makes this an ideal alternative to today's environmental concerns over paint and solvent reduction efforts. Aquamax BC comes in solid, metallic and pearl colors.

B. "Sunclear Overall 304." Advertised as a state-of-the-art acrylic polyurethane clear coat designed with production in mind. An

excellent choice where speed of application is important. Designed to provide a great gloss, without die-back, in a product which blends and "flows out" very well for a great look without buffing. Project Monitors: ACC and AETC MEEP Activities. Project Purpose: Determine through user evaluation if this product offers advantages over standard paints. Current popular Air Force paint products are not environmentally friendly, having ingredients that are harmful to the atmosphere and must be disposed of as hazardous waste. Comparison: Dupont Centari acrylic enamel, PN34840A, and other paints which are presently being used at the test sites. Project Results: The Aquamax Base Coat and the Sunclear were evaluated at two separate Air Force bases. They were used on a variety of jobs including corrosion control, spot painting and complete paint jobs. The Sunclear was used on several complete paint jobs on small trucks vans and passenger vehicles. The Aquamax waterborne paints were environmentally friendly but the clear coat was not, which defeated the purpose of using a none hazardous base coat. For example, an olive drab color was requested because it is the second most used paint in Air Force vehicle repair shops. The finish was high gloss which was not able to be dulled enough to comply with Air Force tone down requirements. Overall the paint performed as the manufacturer stated and produced excellent results. However, there were factors involved such as the two coat process which extended VOC time. Also, the clearcoat, while producing excellent results, is a hazardous waste product and defeats the main purpose of the project. Final Action: Air Force painting requirements are more for corrosion control than overall appearance. Therefore, while the product performed very well and excellent results were obtained, it is not recommended for general Air Force use because of the increased labor time in the two coat process, and the fact it cannot be used for tone down coating. However, anyone wishing to use this type paint should also consider use of drying type heat lamps to speed up the curing process. Project closed.

MEEP 3: Product Evaluated Hand Skin Protection

"Derma Plus" Skin Protectant, also referred to as "Derma Shield," manufactured by Benchmark Industries of Salt Lake City UT, and distributed by Barron International, 103 Rickey Ave Ste B, Fort Walton Beach FL 32547, (904) 863-3116. Advertised as a greaseless, non-medical, over-the-counter product that, when properly applied, will protect the skin against most chemicals, solvents, salts, most acids, hydro carbons, alcohol, esters and nitrites, most herbicides, moisture, insecticides and fungicides, and petroleum products. Project Monitor: ACC MEEP Activity. Project Purpose**:** Determine, through user evaluation, if this product offers advantages to Air Force technicians. There is a need for protection for hands of technicians working in the above listed chemicals and certain other fluids, other than gloves which become saturated with contaminants and are often more of a hindrance than a help. Comparison: Wear of gloves for hand protection. Project Results: Tested by vehicle maintenance technicians, the product worked very well, in most cases providing 4 hour protection as advertised. It proved to be a very helpful product in that it seemed to actually promote the healing of dry, chapped and cracked hands when using the product and it made hand cleaning much easier. The one area where the coating did not last was working with jet fuel. The protection lasted only 30 minutes, but workers still feel it was a great improvement in working with jet fuel which is very hard on skin. As such this product should greatly improve working conditions in shops where personnel are exposed to grease, oils and fuels that are difficult to remove from the hands. Plus it seemed to eliminate skin damage such as chapping, drying and cracking normally associated with exposure to solvents, petroleum products, and water. Final Action: Due to successful test results, this

product, or one of equal quality, is recommended for Air Force use. It can be procured through the Air Force supply system using NSN: 6850-01-371-8040.

MEEP 4: Product Evaluated Vehicle Type Multimeters

Models 78 and 88 Multimeters, made by John Fluke Mfg Co Inc, PO Box 9090, Everett WA 98206 (708) 705-0500.

Both meters are designed to take the guesswork out of vehicle electrical diagnosis; both have all the automotive specific features needed to efficiently test electronic engine control components and all other parts of the electrical system. Made to deliver superior digital multimeter performance in a totally automotive specific package; has full DMM capabilities; flux pulse width; duty cycle; frequency measurements; and RPM measurements. In addition, the manufacturer claims the meters are built tough; can take all the dust, dirt, grease, moisture and hard use normally found in a shop environment. Project Monitors: HQ AETC and AFMC MEEP Activities. Project Purpose: Determine if Model 87 and 88 Fluke Meters offer advantages over present diagnostic meters that warrant Air Force adoption. The Fluke 77 meter presently in use does not have the features that are needed to efficiently test modern vehicle electronic engine control components and other parts of the electrical system. Comparison: Fluke Model 77, P/N 900865, and other comparable diagnostic equipment currently on-hand at the test sites. Project Results: Both test sites felt the meters worked extremely well. They have specific features not found in meters previously tested that are needed to test electronic engine control components as well as the rest of the electrical system in a motor vehicle. The meters are tough; will withstand the dirty, greasy, rough shop environment with ease. The model 88 has more features than the model 78 so it would be the one that would be of most use for the Air Force with its wide variety of makes, models, and types of vehicles. Conclusion: The Model 88 Fluke meter is an easy to use, portable tool that can pinpoint electrical and electronic problems in a timely manner. It eliminates guesswork and should expedite repairs in any shop. One test location estimated a savings of 1/2 hour per vehicle by using this state-of the art equipment versus the older types. Final Action: Due to successful test results, the Fluke Models 78 and 88 Multi-Meter, or ones of equal quality with like specifications, are recommended for Air Force use. A request for cataloging and NSN assignment as replacements for older model meters was submitted resulting in the Model 88 meter receiving NSN 6625-01- 354-8340. It has been placed in AS 457, Part A, with an allowance of: A-2, B-2, C-2, D-3, E-3, F-1, G-1, H-1. The following NSNs have been deleted from 457: 4010-01-321-7474, 625-01-015-8651, and 6625-01-147-6182. Project closed.

MEEP 5: Product Evaluated High Pressure cleaning System

Soluble Media Injection System, made by Church and Dwight Co Inc, 469 N Harrison St, Princeton NJ 08543-5297, (609) 683- 5900.

The cleaning media used with the system is ARMEX, a baking soda based blast media that is water soluble and non-toxic. The system works by injecting a measured amount between 0.5 and 3.0 pounds per minute of ARMEX into the stream of a pressure washer through the use of a nozzle and tank system. The company claims that using the media blast system will significantly improve the cleaning rate and thoroughness of a pressure washer. The ARMEX poses no special disposal problems and actually acts as a buffering agent during the waste water treatment process. ARMEX is tough enough to remove paint but gentle enough so as not to damage delicate materials like aluminum or glass. Project Monitor: AFMC MEEP Activity. Project Purpose: Determine through user evaluation if this type system offers advantages to the Air Force. Most current methods of removing grease and oil from vehicles and components are time consuming and often not very efficient. Plus, there is no

easy way to remove paint and graffiti from objects and structures. Comparison: Standard cleaning machines and other test site cleaning procedures. Project Results: Product was used in the Heavy Equipment Shop at the test site, with a Alkota Model 301 Steam Cleaner that has 1700 psi maximum working pressure and a 5 gpm maximum flow rate, although the product is not specifically designed for use with steam cleaners. Due to the high flow rate of the steam cleaner, standard nozzles could not be used and had to be drilled to a larger size. The nozzle and wand assembly were made of metal without insulation, which caused them to get extremely hot when used with the steam cleaner. The ARMEX baking soda media would get clogged in the venturi valve at the bottom of the WADU unit. After consulting the company a modification was made to the venturi valve that eliminated the problem. The WADU unit, along with the ARMEX media, performed the job of removing grease and grime easily and quickly. It is well built and easily operated. One vehicle the unit was used on was a 50 ton crane that required front differential repair. The product removed thick, dried-on grease and other debris with ease. After some minor adjustments, the flow rate of the media was fine tuned to allow maximum efficiency of the unit without using too much media. It was noted that if the flow rate of the media is increased, the unit can actually remove paint from the items being cleaned. Further, although not part of the MEEP test, a WADU unit is being used by a F-100 jet engine depot overhaul facility at Kelly AFB TX. The WADU performs the task of removing carbon buildup and old gasket materials with excellent results. It performs well enough to replace toxic solvents previously used for these operations. It is concluded this product saves time by allowing easier removal of grease and grime, without use of harsh solvents or cleaners. Current Status: This product, or one of equal design and quality, and in conjunction with the ARMEX media, is recommended for use by those units that use a pressure washer to clean engines and components. The unit was assigned NSN 4940-01-424-8654, PN 17003, Cage Code 90038. An NF-2 item it was placed in AS 457. Project closed.

MEEP 6: Product Evaluated Vehicle Paint Substitute

"CONTROLTAC 180" Films, made by Minnesota Mining and Manufacturing (3M), Bldg 207-1W-22 3M Center, St Paul MN 55144-1000, (612) 733-9388.

Described as a coated vinyl film with a paper liner, the films are designed to be durable, dimensional stable films which can be screen printed for the production of attractive multi-colored emblems, labels, markings, and striping for commercial and industrial type applications; made to withstand severe weather and handling conditions. The 180 films are intended for application to flat surfaces with and without rivets, and corrugated surfaces. They are not intended for surfaces that might be subjected to contact with petroleum distillates. Project Monitor: ACC MEEP Activity, a AF JCSE unit performed part of the evaluation. Project Purpose: Determine through user evaluation if this type film offers a quick and efficient way for the Air Force to change the color of vehicles sent on short notice to a variety of geographical settings. Vehicles picked for those deployments often are not available in the correct paint color scheme. The quickest possible repainting takes about one day and the number of paint booths available for vehicle painting (usually no more than one) limits the number that can be re-painted in the same time frame. Comparison: The use of the film was compared with the current method of re-painting a vehicle. **NOTE:** The original plan was to test a camouflage scheme, but that would have to be special made to the type vehicle it would be applied to. So we tested a sand color instead, plus the project was extended to do the top of a 45 passenger bus.

A. The 180 Desert Sand Film was installed on a Chevrolet Pick-up with a mobile communication unit mounted in

the bed. It took approximately 24 hours to cover both. Estimated time required to cover only the truck is about 16 hours.

B. The White Film was used to cover the tops of two passenger buses. Personnel had no problem putting it on, and stated it was easier and faster than painting. They especially liked not having to wear any type of protective clothing or a respirator. Advantages: This film is a quick method of changing vehicle colors or camouflaging vehicles for deployment to overseas areas. It is an excellent product to use on larger vehicles to cover the tops, which are hard to reach for cleaning and waxing, and it is easy to install. The only tools required were a knife, plastic applicator, and a rivet brush to work out air bubbles. The 180 Film can be applied to a vehicle in just about any place, because there is no environmental restrictions or restraints. If necessary, the color of the vehicle could feasibly be changed in route with proper planning. Final MEEP Action: **T**his type film is recommended for further study for Air Force use. Further recommend that, if approved, the film option be added to T.O. 36-1-161, Color, Marking, Camouflage Painting Of Military Vehicles, Construction Equipment, and Materials Handling Equipment and T.O. 36-1-3, Painting, Marking, and Lighting Requirements for USAF Vehicle. Plus, recommend these colors: Black, Brown, Field Drab, Earth Yellow, White, and Sand. These recommendations were furnished to WR-ALC/LV, the final authority agency. Project closed.

MEEP 7: Product Evaluated Refueler Bottom Loading Valve

Model 64055 Bottom Loading Valve, made by Carter Ground Fueling Company, 6311 Spyglass Ridge Drive, Cincinnati OH 45230.

This is a 10 pound unit that is installed in the bottom of a refueling vehicle tank to provide a loading/unloading point for aircraft fuel. Project Monitors: ACC MEEP Activity. Project Purpose: Determine through user evaluation if this product offers advantages over the valves currently installed, or if it is a viable comparable unit for alternate purchase and use. Presently there is only one bottom loading valve available and it is considered a sole source procurement item. Introduction of another good bottom loading valve into the system will open the procurement of these valves to competition and potentially lower cost. Comparison: Thiem valve currently used on R-11 trucks. Project Results: Valve was installed on a 1990 R-11 Aircraft Refueler using the same sensor and lines connected to the original valve. The test truck received 3,186,212 gallons of fuel during the evaluation, all pumped through the bottom loading valve. The test valve worked without a flaw, cutting the fuel off at the same level each time. No formal training was required to use the new Bottom Loading Valve. It works the same as the old unit and most evaluators saw no difference between using the new valve or the original. However, there is a difference in cost, $1202 versus the Carter valve advertised at $800. Final MEEP Action: Test results were forwarded to WR-ALC/LVRE for review, with a recommendation that this valve be cataloged as an alternate procurement source. They subsequently agreed and stated they plan to have the Carter valve stocklisted for future use. OPR: WR-ALC/LVRE. Project closed

MEEP 8: Product Evaluated Dry Tire Balancing Technology

Equal, distributed by International Marketing Inc, Professional Arts Bldg, Suite C, P O Box B, Chambersburg PA 17201.

This product is designed to improve tire balance technology. It consists of a dry, granular polymer, with injector equipment to insert the polymer into the tire through the valve stem. Once installed in a tire, product should provide absolutely accurate, continuous, maintenance free performance for the life of the tire. Equal reacts to energy generated by the load force and speed at the point of contact where the

footprint of the tire meets the road, constantly adjusting to any and all force variations caused by imbalance. The polymer instantly responds to any changes in speed or load force. The product is intended for use in tire sizes from 15" thru 24.5". Product comes in 12, 10, 8, 6, 4, and 3 ounce packets. Project Monitors: AETC and AFMC MEEP Activities. Project Purpose: Determine through user evaluation if this type polymer offers advantages to the Air Force over current tire balancing practices. Tires that are balanced when they are installed on a rim tend to become out of balance as tire wear occurs. This condition results in vibration and increased tire wear. Re-balancing these tires causes vehicle down-time and labor hours. Comparison: Current balancing procedures. Project Results: Product was tested by tire shop personnel at two bases. The training video sent with the product was sufficient for tire shop personnel to become comfortable with the use of the Equal applicator and product. During the test period, a vehicle whose tires were balanced with lead weights began experiencing vibration problems. The weights were removed and Equal injected into the tire. The Equal corrected the vibration and no other problems were experienced. Four months into the evaluation test vehicles at one site were brought back into the shop to examine the tires that the product was injected into. There were no operator complaints, irregular tread wear, or damage to the interior of the tire casing. The Equal product and applicator are simple to use and easy to maintain. Use of this product saves about 7 minutes per new tire installation. Plus, since this product constantly adjusts to changes in tire imbalance, it becomes a lifetime balance if the composition of the product does not become changed (such as getting wet), thus increasing the life of the tire. Further, small vehicle size recapped tires that normally require from 12 to 15 ounces of traditional lead weight can be balanced with just one 3 oz packet of Equal. Another benefit is that the whole Equal system can easily be included in a mobility kit for use when deployed. Finally, large tires that would not normally be balanced due to non-availability of larger machines, unless sent out on contract, can now be balanced by injecting the correct amount of this product into the tire. There were no disadvantages noted. The product is considered non-hazardous. Test sites estimated a parts savings of approximately $1.76 per tire by using this product versus standard balance procedures when done in- house, and about $10.00 if the procedure is accomplished via contract. Final Action: Based on successful test results this product, or one of equal quality, is recommended for Air Force use. The balancing product, applicator and a tool to keep air line moisture from entering a tire, were rejected for cataloging and NSN assignment. Product can be ordered under GSA Contract NR GS-07F-88828D. Project closed.

MEEP 9: Product Evaluated Plastic Repair Componds

"Chem Weld I" and "Chem Weld II," made by Kent Industries, 4500 Euclid Ave, Cleveland OH 44103, 1-800-654-6333.

Designed as plastic repair products and advanced repair compounds for flexible, semi-rigid and rigid plastics.

A. Chem Weld I is a repair compound for flexible plastic parts; it will remain flexible; will not become brittle, crack or pop out; will save time; can be sanded in just about 15 minutes and painted in about 30 minutes. Can be used on trim molding panels, bumper covers, bumper impact strips, air dams, inner fender panels, ground effects, gravel deflectors and soft interior trim.

B. Chem Weld II is a repair compound for semi-rigid and rigid plastic parts. It is a strong durable bond, fortified adhesive system that fuses damaged parts together; will not stress, crack or separate. It will save time and can be sanded in about 15 minutes and painted in about 30 minutes. Can be used for fenders, exterior trim, rocker cover moldings, consoles and arm rest supports. Project Monitors: AETC and AFMC MEEP Activities. Project

Purpose: Determine through user evaluation if these products offer advantages to shop technicians. Comparison: Current plastic repair materials. Project Results: Chem Weld I and II was evaluated at two Air Force installations by vehicle maintenance technicians. Chem Weld I was used on all types of plastics and flexible parts; and Chem Weld II was used on various types of rigid parts. Both are packaged in a dual cartridge applicator, ready for use, which eliminates time normally required for product mixing and clean-up. The products dry quickly and can be painted within 30 minutes of application. In comparison with fiberglass, Chem Weld I and II sands and feather-edges easily and quickly. Whereas, when sanding fiberglass the technician must be careful of small glass-like dust that causes itching and skin rashes. Using Chem Weld I and II products can save many dollars expended on labor and material in the repair of plastic parts. For example, Chem Weld I was used to repair a bumper cover on a Ford Victoria sedan. It would have cost around $570.00 to replace it, but only $29.00 to repair it with Chem Weld I using about 1/4 of the tube of material. Further, Chem Weld II was used to repair a door panel on the same vehicle which would have cost about $730.00 to replace but again only $29.00 for the repair. Final Action: Based on test results, Chem Weld I and II is recommended for use by Air Force technicians. Attempts for cataloging failed so the products must be procured via established local purchase procedures. Project closed.

MEEP 10: Product Evaluated Body Panel Adhesive

Chem Weld 45, made by Kent Industries, 4500 Euclid Avenue, Cleveland, OH 44103, 1-800-654-6333.

Advertised as a semi-rigid, heavy bodied adhesive for bonding SMC, fiberglass and other rigid plastic body panels to metal space frames; has a high viscosity and holds a 3/8" diameter bead, without sagging, to allow filling voids and other irregularities between plastic skins. A high bond strength helps hold even the largest, heaviest panels securely in place, plus it is made to be extremely durable, resisting fatigue, embrittlement and weathering. Project Monitors: AETC and AFMC MEEP Activities. Project Purpose: Determine through user evaluation if this product offers advantages to body shop technicians. Comparison: Standard adhesives. Final Action: Chem Weld 45 was evaluated by vehicle maintenance personnel at one base and the product worked as advertised. It was used on vehicle door skins, brackets, bumpers, and panels. Technicians found it was safer and easier to use than welding as it will not burn through or warp the metal that is being repaired. Chem Weld 45 was used to repair a bumper on a 1990 Dodge Van, taking about 3 hours. To make the same repair by welding would have taken about 6 hours. Also, a 1988 Chevy Van had to have an insulation plate repaired, which was done with Chem Weld 45 in about 2 hours - a task that would have used up about 4 hours if welded. Plus, Chem Weld 45 can be smoothed out at the time of application, without sanding or grinding. When making repairs by welding, time must be spent sanding or grinding the repaired area. By using the dual cartridge applicator, there is no manual mixing involved which saved a lot of time in mixing and clean-up. Final Action: This product, or one of equal quality, is recommended for use as applicable by Air Force personnel. A request for cataloging was denied so the product must be procured via established local purchase procedures. Project closed.

MEEP 11: Product Evaluated Wet Sander

Model 302 Pneumatic Wet Sander distributed by Astro Pneumatic Tool Co, 4455 E Sheila St, Los Angeles CA 90023, 1-800-221- 9705.

This product features a compact design that fits easily in your hand; has a positive flow control that starts and stops the water flow with the start of the sander. The sander weighs 2.1 lbs; operates at 7000 RPM, has a 73mm x 140mm sanding pad; and creates a 80 DBA noise

level. Project Monitor: AFMC MEEP Activity/MEEPMO. Project Purpose**:** Determine through user evaluation if this sander offers advantages to body shop technicians. The current method of wet sanding a vehicle by hand is not very efficient. Using a bucket or hose to supply the water is inconvenient, and hand sanding slows the process down considerably. It should be noted wet sanding a vehicle prior to painting is a preferred method for many shops, and exposes personnel to less of a dust hazard. Comparison: Hand wet sanding procedures. Project Results: The sander worked very well, performing as advertised, helping to produce a fine paint job. However, using the product is a time consuming process and, while the results are excellent, for an operation where the majority of all body work is on trucks and utility vehicles, use of this sander is overkill. It takes an experienced professional painter to properly use it, or a lot of practice for less skilled workers, and is more designed for use in a custom, commercial paint shop. Further, the disks used with the sander are very expensive and really not needed for the type of painting done in most Air Force body repair shops. Final Action: Based on test results the Model 302 Sander is not recommended for general Air Force use, but if an organization has a need for such an item the one tested appears to be well made. Procurement would be through established local purchase procedures. Project closed.

MEEP 12: Tool Evaluated Restorer Tools

Models NES 1 and NES 2 Thread Restorer, from Innovative Products, Inc, PO Box 2485, York PA 17405-2485, (717) 843-2745.

Advertised to repair and reclaim damaged threads, they adjust to any diameter. The NES 1 is for thread sizes 6 - 9 MM (1/4" - 3/4") and the NES 2 for 17 - 38 MM (11/16" - 1 1/2"). Blades automatically adapt to any thread pitch, ie: the blades have axial play; will automatically adjust themselves into thread grooves; can be used with right or left hand threads; are applicable to all forms of metric or standard threads. The tools are available with either 55 or 60 degree cutting blades. Project Monitors: MEEPMO and AETC MEEP Activities. Project Purpose: Determine, through user evaluation, if this type product offers advantages over standard thread repair tools. This tool appears to be much more simple than the present ones and if it works as well would be a big savings in cost. Comparison: Standard thread repair kits, usually with several tool items to cover a wide range of thread sizes. Project results: During the evaluation period the NES Thread Restorers were used on a variety of tasks including: restoring threads on wheel studs, axle shafts, tie rod ends, and spindle shafts. The product quickly adjusted to any diameter needed, plus the blades automatically adapt to any thread pitch. Throughout the test the Thread Restorers performed as advertised, without any problems. Final Action: The NES Thread Restorers are an excellent tool that is easy to use and a great time saver. Therefore these thread restorers are recommended for Air Force use. The smaller set would make an excellent addition to a tool box with the larger size probably more fitting as a tool room item for issue as needed. Procurement would be via established local purchase procedures. Project closed.

MEEP 13: Tool Evaluated HD Brake Spring Tool

"Trusk Brake Spring Tool," made in Kingsport TN and marketed by Marketing Specialist Inc, 4710 Lee Hwy, Bristol VA 24201, 1-800-535-5108.

A plier-like tool advertised to give technicians a mechanical advantage when removing or replacing brake springs on heavy duty (HD) vehicles. Designed to provide a stretching force of 400 ft lbs; should save time and reduce personnel injury accidents. Project Monitors: HQ AETC and AFMC MEEP Activities. Comparison: Until now there was no advertised effective tool to remove or replace brake springs on large vehicles such as buses, dump trucks, crash, or fire trucks, etc. Rather those springs are usually

removed or replaced by using common pliers or vise grips, and large screwdrivers to stretch the spring. The light duty spring pliers, NSN 5120-00-690-8044, are not strong enough. Slipping springs often cause injury to the worker, and normally require excessive time because of repeated "missed attempts." Project Results: This brake spring tool allows the maintenance technician to remove and replace HD brake springs with ease and vastly reduces the chances of injuries. Less time is required using the bailed item because the spring is usually removed or replaced on the first attempt versus excessive time due to repeated attempts. The handle of this tool is flat and could cause some discomfort to the mechanics hands when applying pressure. Labor hour savings were substantial in all cases, with one site estimating a savings of about $12.00 per vehicle of the bus or dump truck type, and a second site figured $75.00 labor savings on a P-12 fire truck. Final Action: Based on successful test results this tool is recommended for Air Force use and has been assigned NSN 5120-01-376- 5146, ACC = J, SOS = GSA. Project closed.

MEEP 14: Equipment Evaluated

UV Leak Detection System

Model TP-1280 "Tracer Stick/Dye-Lite" Master Kit, a upgraded version of the Model TP-1290, and Model TP-1580 12 VDC "Instant-On Tracer Stick/Dye-Lite" Master Kit, both Ultraviolet (UV) fluorescent leak detection systems made by Tracer Products, 956 Brush Hollow Rd, P O Box 483, Westbury NY 11590, 1-800-641-1133.

Manufacturer claims these systems will enable you to pinpoint all fluid leaks (except brake fluid) without first cleaning engines, air condition parts, transmissions, etc. Designed to quickly locate even the smallest and most elusive leaks, including simultaneous multiple leaks that would otherwise be missed; saves labor, money and downtime; it also conserves expensive refrigerant and fluids. The kits utilize a simple method that has only two basic parts. A tracerline UV lamp is teamed up with the appropriate "Dye-Lite" for engine and transmission leaks, or "Fluoro-Lite" tracer dye for air conditioning (A/C) systems. The dye is added to the equipment and circulated, then the system is inspected with the UV lamp. Since the die collects at any and all leak sites, the lamp will show the precise location of each one with a bright glow. The TP-1280 Tracer-Stick Dye-Lite Master Kit uses a 120- watt, 120 VAC self-ballasted high-intensity lamp while the TP-1580 model operates off the vehicles 12 VDC battery or a lightweight 12-volt battery pack (optional). Both kits come with a carry and storage case; UV lamp; safety goggles; control valves; and several bottles of engine oil, ATF, engine coolant and A/C dyes. Project Monitors: ACC and AFMC MEEP Activities. Project Purpose: Determine if this revised product offers advantages over the older kits, which were made up of dyes for engine and transmission type leaks in one kit and dyes for refrigerant leaks in another. Comparison: The 2 kits previously tested (Proj Nr HJ88-6B), listed in AS 457 under NSN 4940-01-366-7234. Project Results: The units operated as advertised. The systems do detect all vehicle fluid leaks - except brake fluid (was not tried). The Model 1580 lamp can be operated from a 12 VDC power source, thus eliminating the need for a long extension cord. Conversely, the unit would heat-up to extreme temperatures making it uncomfortable to use in close areas. Also, it is difficult to use in direct sunlight because the dye is hard to distinguish. Final Action: Based on test results, the UV-Fluorescent Leak Detection Systems are recommended for Air Force use. Paperwork was submitted to proper authorities for cataloging, but the request was denied. The unit can be procured through local purchase procedures or, if using the NSN of the older model - you should specifically request the new model and do not accept the older version. Project closed.

MEEP 15: Equipment Evaluated Portable Computer Wheel Balancer

Model WB400 Computer Wheel Balancer, made by Snap-On Tools Corp, 2801 80th St, Kenosha, WI 53141-1410. Designed as an affordable wheel balancer which requires no expensive wiring, just plug it into any 115 volt outlet, it has an internal battery for portability; or just connect it to any good 12 VDC battery. The WB400 even has a built-in lift mechanism for raising 500 pound wheels effortlessly. Fast; reliable; with a spin cycle of only 15 seconds a mechanic can balance wheels quickly and do it right the first time. The solid-state design cuts moving parts to a minimum, which could make expensive down-time a thing of the past. Simple to operate, just a single spin, and the WB400's large display tells the operator the weight requirement. The unit balances to .25 (5 gm) accuracy at an operating speed of only 70 RPM, eliminating the need for a cumbersome safety hood. Additionally, the WB400 calibrates itself accurately and automatically. You simply press a button, attach a calibration weight and spin the wheel. Project Monitors: HQ ACC and AFMC MEEP Activities. Project Purpose: Determine if this wheel balancer offers advantages over other available wheel balancers. Current stock listed vehicle wheel balancers are stationary units, which do not allow shop personnel the flexibility of moving the equipment to other areas of the shop to suit job situations, versus moving vehicles to the equipment. Comparison: FMC Model E5800 Computer Wheel Balancer, NSN 4910-01-081-5222 and a Bear vehicle wheel balancer, NSN 4910-01-309-1751. Project Results: The simplicity of the balancer allowed technicians to perform tire repair service expeditiously and accurately. It is well made, highly mobile, and appeared to be very reliable. Test site technicians were able to balance all tire sizes with the Snap-On Wheel Balancer. Additionally, its mobility allows managers to position the tool at any location to perform wheel balancing services. This added feature is especially handy when the shop is congested with large vehicles as the unit can operate off several power sources, including a 12 volt vehicle battery, 115 volt electrical outlet, or a rechargeable internal battery. It has a fine balancing mode for precision balancing; has easy to read instructions for operation; variable height adjustment allows for easy mounting of different sized wheels. It has a break away handle safety feature that stops the handle from rotating upon contact with a stationary object. Use of this machine saved approximately 2.5 minutes per wheel compared to current equipment. However, for 13" to 15" wheels, the unit requires the wheels to be lifted manually with one hand while installing the center cone and lock assembly with the other hand. Plus it did not have a brake to completely stop the wheel from rotating. Overall one test site estimated this equipment saved about $350.00 on the balancing of 328 tires versus using comparison equipment. Final Action: Based on test results this balancer, or one of equal quality and design, is recommended for Air Force use and has NSN 4910-01-317-4638 assigned. Attempts to have the ERRC Code changed from "expendable," so the product could be listed in AS 457, proved futile. Project closed.

MEEP 16: Equipment Evaluated
Vehicle Wheel Lift System

Model WL-20 "Wheel Lift System," made by Gray Automotive Products Co, PO Box 728, St Joseph MO 64502 consists of a pair of wheel lifts with a single control that are placed under a vehicles tires in tandem, front or rear, to lift that end off the ground. Can be used singly, and it can also be used as safety stands if the tire or wheel assay is left on the vehicle, eliminating duplicate effort. The wheel lifts can be used on a wide variety of tires, 19 1/2" to 24 1/2" rim size, and has a lifting capacity of 20,000 pounds. Using this design jack allows complete open access under the vehicle. Totally air operated for decreased maintenance costs. Project Monitors: ACC and AETC MEEP Activities. Project

Purpose: Determine if this product offers advantages to Air Force technicians. Many jacks, lifts and safety stands are bulky and limit the available space under a vehicle to accomplish different tasks. As long as tire work is not needed, lifting the vehicle by the tires will increase the available work areas. Comparison: Twenty ton Jack, 10 T Jack, 10 T Jack Stands, and a home made ramp system. Project Results: Product was used by maintenance technicians at two locations to lift a variety of vehicles, including Blue Bird and IHC buses, tractors, and trailers. The units functioned as claimed; were easy to use, providing ample work space and clearance under vehicles. One test site was using a make-shift system of wooden ramps and railroad ties to work on Blue Bird buses, since the standard hydraulic jack would not fit under the vehicle and the wheel base was too long for the in-ground lifts. This method required three technicians to place vehicles on the ramps and the buses were only raised 24 inches off the ground. The wheel lift system raises vehicles, including Blue Bird buses, up to four feet off the ground. Technicians stated these jacks are very effective and beneficial. It takes less time to set up than the comparison jack and jack stands. They also found that it allowed them to lift vehicles higher and vehicles appeared more stable to work under. No disadvantages or safety problems were noted at either base, although it has been suggested to the manufacturer that the lift forks be made slightly longer to improve fitting under dual wheels. The built-in jack stands feature was liked very well, vehicles are safer, more stable to work under, and the potential safety hazard of having to crawl under a vehicle to place jack stands is eliminated. One test site estimated the time taken to lift and secure a vehicle with the comparison jacks is twice that of the test unit. The second site figured the labor cost for placing one bus on their ramp and railroad tie system was $63.00, compared to $4.20 with the test unit. Technicians also stated that they should save 50% on Blue Bird maintenance cost since they could now determine what tools or equipment was required to perform the work in the shop instead of sending the bus out for contract maintenance. Current Status: Based on successful test results this system, or one of equal design and quality, is recommended for Air Force use. Product was assigned NSN 4910-01-421-1050 as a Wheel Lift System; P/N WL-20; Cage Code 51849; Budget Code 9; U/I = SE (they come in a pair). System was added to AS 457 as a new item. Project closed.

MEEP 17: Equipment Evaluated

Electronic Battery Tester

"Power-Sensor Plus" Electronic Battery Tester, made by Midtronics, Inc, 4807 Galena Drive, Colorado Springs CO 80918, (719) 599-9180.

A portable, light weight durable unit with its own carrying case. A simple to follow, 4 step test method makes it easy to use. A function switch, meter face and instruction plate are all color coded and each step of the test method is identified with the appropriate letter listed below:

Test "A" identifies bad cells; Test "B" determines battery condition; Test "C" measures voltage and indicates whether or not a battery needs recharging; and test "D" shows when a battery is in a full state of charge condition.

This product is designed to be used on all 12 VDC battery types, including the "maintenance free" styles. Project Monitors: ACC and AETC MEEP Activities. Project Purpose: Determine through user tests if this product offers advantages to technicians over the present method of battery testing by load and distilled water checks. Using currently authorized testers often requires two different methods to accurately test batteries. Load test which does not show a bad cell and take a wet reading using a battery hydrometer, which is not useable with sealed batteries. Comparison: Sun Model Vat 40 and Vat 60 Load Tester, and Anti Freeze Battery Tester NSN 6810-00-682-6867. Project Results: This product performed as stated by the manufacturer and test results were excellent.

The unit is easy to use and performed far more efficiently than the standard method of load testing and specific gravity checking. Test shops found they were able to accurately test sealed batteries and they no longer had to subject batteries to a charge and discharge cycle to check their condition. An additional safety benefit was not having to handle battery acid for specific gravity tests. The Power Sensor Plus is an outstanding tool for battery maintenance. Final Action: Based on successful test results, this unit, or one of equal quality and design, is recommended for Air Force use. The following ordering data applies: NSN = 6625-01-399-5121; PN = PK2PSP; CAGE CODE = 0P2U2; SOS = S9E, DSN: 986-6161; BUDGET CODE = 9; FUND CODE = SF; ERRC = N; NOUN = TEST SET, BATTERY. Project closed.

MEEP 18: Tech Order Revised

Technical Order (T.O.) 36-1-3, Painting, Marking and Lighting Requirements For USAF Vehicles. Project Monitor**:** Primary = AETC MEEP Activity, with WR-ALC/LV and all MAJCOM LGT staff functions providing input. Project Purpose: Review information contained in this T.O. for the purpose of eliminating outdated and unneeded instructions or procedures, and inserting new instructions or procedures as required. In 1993, VIWG Action Item #93-07, Revise and Update TO 36-1-3, identified this T.O. as being outdated. Air Force MEEP was assigned as Action OPR for the rewrite. A related VIWG Action Item, # 93-06, also identified a problem with paint schemes and colors currently specified for Air Force vehicles. Surveys of MAJCOM color desires were used in the update process, with HQ ACC/LGTV acting as lead agency for that initiative. Project Results: The final draft of the rewrite effort was presented to the 1995 VIWG panel in Oct 95. Known final changes were then made by the AETC MEEP Activity, including finalizing crash and fire related vehicle colors and markings. Final MEEP Action: The final draft was forwarded to WR-ALC/LVRD for completion of Section 4 and final product printing. Project closed.

MEEP 19: **Management and Equipment Evaluation Program (MEEP)**

For more information about a project, get in touch with MEEP Management or one of the MEEP activities listed below. Requests from Air Force units to have a product tested must be sent through your applicable MAJCOM counterpart directorate, HQ USAF/ILTV, HQ AFCESA/CEOM, or HQ AFCEE/EP. Other government agencies can send it directly to MEEPMO.

Program Acting Executive Agent

HQ USAF/ILTV
1030 Air Force Pentagon
Washington DC 20330-1030
DSN: 227-3374
E-Mail: wileyr or sternt@af.pentagon.mil

Air Force MEEP Management Office (MEEPMO)

OL-ZC AFMC-LSO/LOTM
201 Biscayne Avenue, Ste 2
Eglin AFB FL 32542-5303
DSN: 872-4217, Ext 226/234 /235 FAX: 872-3537
E-Mail: detweile or hendrixj or walkerm@eglin.af.mil

HQ AETC Field MEEP Activity

HQ AETC/LGTV-MEEP
555 E Street East, Ste 5
Randolph AFB TX 78150-4440
DSN: 487-6875/3491; Comm: (210) 652-; FAX: 487-3463
E-Mail: walkerd@lg.aetc.af.mil

HQ ACC Field MEEP Activity

1 TRNS/LGTP-MEEP
52 Willow Street, Ste 236
Langley AFB VA 23665-2081
DSN: 574-4408 or 574-4410
Commercial: (757) 764-4408
FAX: 574-4415
E-Mail: hollyfib or asburya@hqaccmeep.langley.af.mil

HQ PACAF Field MEEP Activity

611 ASG/LGT
5800 G Street, Ste 203
Elmendorf AFB AK
99506-5001

DSN: 317-552-5472
Commercial: (907) 552-; FAX: 317-552-2051
E-Mail: klaymanw@hqpacaf.af.mil

AF Civil Engineering Support Agency
HQ AFCESA/CEOM
139 Barnes Drive, Ste 1
Tyndall AFB FL 32403-5319
DSN: 523-6397; Commercial: (850) 283-; FAX: 523-6499
E-Mail: hectors or hokek@ceo.afcesa.af.mil

AF Center for Environmental Excellence
AFCEE/EP (Pollution Prevention)
8106 Chennault Road
Brooks AFB TX 78235-5318
DSN: 240-3381/4217
Commercial: (210) 536-; FAX: 240-3498
E-Mail: lmaxwell or ncarper@afceeb1.brooks.af.mil

TRAINING AND DEVELOPMENT

AFIT announces the LOG 092 "Senior Transportation Management Program" dates for FY99. Classes are 2 weeks duration at Wright Patterson AFB OH. This is an AFIT funded course and we have 60 seats available to Lt Col/GM-13 or higher. Starting dates are 23 Feb, 20 Apr, and 8 Jun 98. Dates subject to change. Students learn about a variety of integrated logistics, new intermodal technologies, and interfaces between DOD and commercial systems. This course has earned its top quality reputation of educating leaders on creative methods of transporting freight via air, land, or sea. Watch for future announcements.

POC: Lt Col Linda Payne
AF/ILTR
AF Pentagon, Wash DC
DSN: 227-7335

Hazardous Materials Technical Specialist Course

HQ AFRC/LGT developed a Hazardous Materials Technical Specialist course using the new AFJMAN 24-204 dated Mar 97. You can down load this off the web site, http://www.afres.af.mil click on HQ AFRC, click on Directorate of Logistics, click on LGT: Transportation Division, click on Transporter Issues, click on Download Hazardous Materials Technical Specialist Course Information. The files must be unzipped to read. You're more than welcomed to use and adjust the course materials to meet your mission needs.

POC: MSgt Carl T. Wood
HQ AFRC
DSN 497-1708
carl.wood@afres.af.mil

Utilization and Training Workshop

The 345th Training Squadron, Lackland AFB TX, is hosting the UandTW for the career fields of Traffic Management (2T0) and Air Transportation (2T2). This workshop will discuss the 3, 5, and 7-Level STS along with the 3 Level and 7 Level Courses. Items on the agenda so far for these two courses include the distance learning format and cross-functional utilization of the training conducted in building 10900. Additional items will be included from previously submitted inputs to MAJCOM representatives.

Reservations for the workshop and on-base billeting can be obtained by calling Mr. Bill Bass at DSN 473-3603 or preferably by e-mail, bassw@smtp.lak.aetc.af.mil. Please provide full name, rank, organization, and SSNs of attendees.

POC: Mr. Bill Bass
345th Training Squadron
Lackland AFB TX
DSN: 473-3603

TRANSPORTATION MANAGEMENT PROFESSIONAL ENHANCEMENT PROGRAM

The Transportation Management Professional Enahncement Progrgam (PEP) is a one-year training program designed to enhance the career development patterns for selected military and civilian management personnel (mid-level O-4/O-5, GS-12/14). Personnel considered for nomination are expected to have demonstrated significant potential for advancement in the transportation career area. The program concept involves working exposure to the US Transportation Command

(USTRANSCOM) and its Component Commands, the Defense Logisitics Agency (DLA), the transportation staffs of the Military Departments, and the Office of the Assistant Deputy Under Secretary of Defense (Transportation Policy). Each Pepper will work in three or four of these areas during this one-year program.

The Air Staff will task the MAJCOM/LGTs for their nominees in the very near future. The Air Force will then nominate two candidates for the class beginning mid July 98. Active duty candidates will PCS to AF/ILTV and will be assigned to the Air Staff or a joint billet in the Washington area following graduation. Civilian candidates will be on extended TDY from their owning organization for this period.

If you are interested in this outstanding career enhancement program, contact your MAJCOM/LGT or AF/ILTV for more details.

POC: Col Carm Walgamott
AF/ILTV
AF Pentagon, Washington DC
DSN: 227-1006
walgamoc@af.pentagon.mil

ENLISTED CORNER

Enlisted Assignment System

Every day we see examples of transporters not properly utilizing the enlisted assignment system. As a result, some members are not getting a fair shot at the assignments that they want and others are being selected as non-volunteers for those assignments. The thing a lot of enlisted members do not seem to understand is that the assignment process involves 8 different cycles, 4 overseas and 4 overseas returnees. Each of these cycles has specific time-frames for processes within the cycle. If you want to be considered for an assignment, you need to take a look at the chart below and update your preferences in the time-frame shown. If you do not update your preferences within the appropriate window of opportunity, your chances of getting a ***voluntary*** assignment are slim to none.

What you see on the EQUAL list is what you get. Those assignments will be filled, so if you are interested in any jobs on the list go ahead and update your preferences accordingly. For the most part, if it is not on the EQUAL list, it does not do much good to have it as one of your preferences. However, if you *really* want to go to a particular base or country, keep it as a preference, even though it is not on the EQUAL list. We sometimes have out of cycle requirements, and the most eligible volunteer will be selected to fill those.

OVERSEAS CYCLE PROGRAM				
RNLTD	**EQUAL LIST AVAILABLE**	**PREFERENCES DUE**	**ASSIGNMENTS TO BASE***	**AFPC PUBLIC RELEASE DATE****
JUL/AUG/SEP 98	4 NOV 97	18 NOV 97	5 DEC 97	22 DEC 97
OCT/NOV/DEC98	3 FEB 98	20 FEB 98	9 MAR 98	23 MAR 98
JAN/FEB/MAR 99	6 MAY 98	23 MAY 98	9 JUN 98	23 JUN 98
APR/MAY/JUN99	5 AUG 98	19 AUG 98	8 SEP 98	22 SEP 98

OVERSEAS RETURNEE CYCLE PROGRAM				
DEROS	**EQUAL LIST AVAILABLE**	**PREFERENCES DUE**	**ASSIGNMENTS TO BASE***	**AFPC PUBLIC RELEASE DATE****
FEB/MAR/APR98	15 OCT 97	28 OCT 97	14 NOV 97	1 DEC 97
MAY/JUN/JUL98	13 JAN 98	30 JAN 98	16 FEB 98	2 MAR 98
AUG/SEP/OCT98	22 APR 98	2 MAY 98	19 MAY 98	2 JUN 97
APR/MAY/JUN99	5 AUG 98	19 AUG 98	8 SEP 98	22 SEP 98

NOTE: Dates are subject to change due to system availability.

*This is the approximate date assignments flow to the MPFs, members should be notified within 7 to 10 days after this date.

** We will not release **ANY** assignment information concerning this cycle until this date.

HELPFUL HINTS:

1. Look at the above table and determine when you need to update your preferences to be considered for an assignment. The "EQUAL LIST AVAILABLE" column is the date the EQUAL list will be available at your MPF or on the AFPC Homepage (http://www.afpc.af.mil/). The "PREFERENCES DUE" column is the date you need to have your preferences updated (through PC-3) to be considered as a volunteer for an assignment in that cycle. Assignments are matched between the preference due date and the date the assignments flow to the bases, so if you miss the window you will not be considered as a volunteer for the assignment.
2. Eligibility for assignments is determined by Date Arrived Station (DAS). A person in a particular AFSC and grade with the most time on station is the most eligible volunteer for an assignment. Manning levels at a particular base or command have no bearing on individual assignments. So if you make TSgt and there are no TSgt billets at your base, this alone will not drive an assignment for you.
3. Extended Long Tour Volunteers are selected before Standard Long Tour Volunteers, so you increase your chances of being selected by volunteering extended long. If one SSgt has 5 year's time on station (TOS) and volunteers for a standard tour and another SSgt has 3 years TOS and volunteers extended long, the SSgt with 3 years TOS will be selected for the assignment.
4. To be eligible for an assignment, you must have 2 years on station (1 year for 1st termers) at the time of the report no later than date (RNLTD). If you arrived at a base in Aug 96, you will be eligible for assignments in the November assignment cycle, which has RNLTDs of Jul/Aug/Sep 98. Those choices will be made available on the EQUAL list 4 Nov 97, with your preferences due 18 Nov 97.
5. Only volunteer for assignments in your grade (promotees apply for assignments in their new grade). We do not go "one up and one down". If there are no volunteers in a particular grade we will select the most eligible non-volunteer in that grade.
6. Short tour assignments are filled first. If you volunteer for Ramstein #1 and Osan #2, and you are the most eligible for Osan, you will be selected for Osan even before you are considered for Ramstein. You may not agree with this, but, it is the way the system works, and may affect the preferences you select.

The above information and more is available on the AFPC Homepage, Enlisted Assignments Section. I would encourage all enlisted members (particularly supervisors) to take a look this section. The key to improving the assignments system is increasing the availability of information to assist you in making effective assignment decisions.

POC: SMSgt Tim Mesecher
Chief, Trans Enlisted Assignments
Randolph AFB TX
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